

For Sale.

MacEWEN, FRICKEL & Co.
No. 55, Queen's Road East,
(OPPOSITE THE COMMISSIONARY),
ARE NOW
LANDING FROM AMERICA.

POPOCAN-BUTTER.
Eastern and Californian CHEESE.
COUNTRY BUTTER.
Family BEEF in 25 lb. cans.
Best Ideal SALMON in 5 lb. cans.
Cutting a Dessert FRUIT in 24 lb. cans.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage MEAT.
" Stuffed PEPPERS.
Richardson & Robbin's Celebrated Potted MEATS.
Lunch HAM.
Lamb's TONGUES.
Omelette.
Fresh OREGON SALMON.
Dried APPLES.
TOMATOES.
SUCCOBATH.
Maple SYRUP.
Golden SYRUP.
Cracked WHEAT.
HOMINY.
HONEY.

FAIRBANKS' SCALES.
400 lb. Capacity.
600 lb. " "
900 lb. " "
1,200 lb. " "

'KAISAR-I-HIND'
CIGARETTES
in crystallized Boxes of 100 at \$6.50
per mille.

SPORTING AND RIFLE GUNPOWDER
in 1 1/2 Tins

AGATE IRON WARE.
INSERTION RUBBER.
TUCKER'S PATENT TACKING.

HITCHCOCK HOUSE LAMPS.
PERFECTION STUDENT LAMPS.
LAWN BOWLS.

PAINTS AND OILS.
TALLOW and TAR.
PITCH and ROSIN.

Ex late Arrivals from
ENGLAND.

A LARGE ASSORTMENT OF
STORES,

including:
ALMONDS and RAISINS.
FRENCH PLUMS.
TENTHMAN'S DESSERT FRUITS.
JORDON ALMONDS.

FINE YORK HAMS.
PICNIC TONGUES.
BREAKFAST TONGUES.
PATE DE FOIE GRAS.

Digby CHICKS.
Yarmouth BLOATERS.
Kipper HERRING.
Herrings a la MARDINES.

IRISH BACON in this
COCOATINA.
VAN HOUTEN'S COCOA.
EPP'S COCOA.

SPARTAN
COOKING STOVES.

CLARETS—
CHATEAU MARGAUX.
CHATEAU LA TOUR, pinto & quart.
FINE CLARETS.
BREAKFAST CLARET.

SHERRIES & PORT—
SACON'S MANZANILLA & AMON-
TILLADO.
SACON'S OLD INVALID PORT
(1848).
HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.
1 and 3-star HENNESSY'S BRANDY.
COGNAC'S BRANDY.
VERY OLD COGNAC.
KING'S LL WHISKY.
ROYAL GLENDEAR WHISKY.
BOON'S OLD TOM.
E. J. BUREN'S IRISH WHISKY.
ROSK'S LIME JUICE CORDIAL.
NORRIS' PINEAPPLE & COGNAC.
JAMSON'S WHISKY.

MARSALE.
EASTERN CIDER.
CHARTREUSE.
MARSALINO.
COURAGE.
ARROSTET, BOTTLED and ORANGE
BITTERS.
&c. &c. &c.

BASS'S ALE, bottled by CAMERON and
SAUNDERS, pinto and quart.
GUINNESS'S STOUT, bottled by E. &
J. BUCKE, pinto and quart.
DRAUGHT ALE and PORTER, in the
Gallon.

ALE and PORTER, in hogheads.

SPECIALIZED
CIGARS.

Miss New Season's CUMSHAW TEA, in
5 catty Boxes.
BREAKFAST CONGOU @ 25 cents p. lb.

MILNER'S PATENT FIREPROOF
BOXES, CASH and PAPER
BOXES, at Manufacturer's Prices.

Hongkong, August 15, 1884.

Notices to Consignees.

NOTICE TO CONSIGNEES.

FROM CALOUTTA, PENANG AND SINGAPORE.

THE S.S. *Arragon* having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Underwriter for countersignature, and to take immediate delivery of their Goods from alongside.

All Cargo undelivered by the 11th Instant will be landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed that all Claims must be made immediately, as none will be entertained after the 11th Instant.

DAVID SASSOON, SONS & Co., Agents.
Hongkong, September 5, 1884. 1493

SHIRE LINE OF STEAMERS—
FROM HAMBURG, LONDON AND SINGAPORE.

THE S.S. *Mermaid*, WILLIAMS, Commander, having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, at Wandui, No. 3 behind the premises known as "Blue Buildings," whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded on, unless notice to the contrary be given before 2 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 13th Instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **ADAMSON, BELL & Co., Agents.**
Hongkong, September 6, 1884. 1509

Intimations.
WILLIAM DOLAN,
SAIL-MAKER & SHIP-CHANDLER,
22, PRATA CENTRAL.

COTTON DUCKS, HEMP CANVAS, MANILA ROPE, AMERICAN OAKUM, LIFE BUOYS, OAKUM JACKETS, &c., &c., &c.
256

DRY DOCK AND PATENT SLIP, NAGASAKI.

THE Undersigned have been appointed AGENTS for THE IMPERIAL GOVERNMENT DOCK AND PATENT SLIP, at Nagasaki, and are prepared to supply Tenders for the DOCKING, CLEANING, PAINTING, &c., of VESSELS. THE ENGINE WORKS in connection with the Dockyard are under the direction of experienced European and possess all the necessary appliances for REPAIRS to SHIPS and MACHINERY.

HOLME, RINGER & Co., Nagasaki, March, 1884. 645

D. K. GRIFFITH & Co., MANUFACTURERS OF THE LONDON

ERATED WATER,
Have Removed from the DEACONSFIELD Arcade to larger Premises
1, DUNDRELL STREET.

Where they continue to Supply:
SODA WATER, LEMONADE, TONIC, RASPBERRYADE, Sarsaparilla, &c., &c., &c.
At the same Moderate Charges.

D. K. GRIFFITH, Proprietor.
Hongkong, July 23, 1884. 1246

Intimations.

Intimations.

CONSULAR NOTIFICATION.

PERUVIAN CONSULATE, Hongkong, 6th Sept., 1884.

THE following Single Copies of Bills of Lading have been presented at the Consulate for MERCHANDISE shipped by British Barque *Mermaid* for CALOUTTA, by the Agents:

CHONG WEE TO WING ON CHEONG, 6 Bills of Lading.

RUSSELL CO. TO WING ON CHEONG, 1 Bill of Lading.

CHEN YUEN TO WING ON CHEONG, 2 Bills of Lading.

CHONG KEE CHAN TO PO ON & Co., 1 Bill of Lading.

CHONG KEE CHAN TO KWONG CHEONG, 1 Bill of Lading.

TAI CHUK TO ORDER, 2 Bills of Lading.

TAI CHUK TO KWONG LEE, 1 Bill of Lading.

CHUN TUCK WING TO WING ON CHEONG, 2 Bills of Lading.

WONG YUEN TO SUN CHEONG & Co., 2 Bills of Lading.

CHONG KEE CHAN TO POW ON & Co., 1 Bill of Lading.

CHONG KEE CHAN TO CHONG WEE CHAN, 1 Bill of Lading.

PO LOON TO YUEN CHEONG, 1 Bill of Lading.

KUM LEE YUEN TO YAN WO TUNG, 1 Bill of Lading.

Shippers are hereby notified that these Bills of Lading must be in PRIMA FIDEM, as advised in Consular Notification dated 6th August, 1884, and no Bill of Lading can be certified unless the Regulations are complied with.

Merchandise arriving in Port unprovided with Documents certified by the PERUVIAN CONSUL will be subjected to a fine of 25¢ in addition to the duties.

By Order, **J. GRANT SMITH, Consul for Peru.**
1503

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF ROYALS FOR THE YEAR 1883.

SHAREHOLDERS in the above Company are requested to send in their Contributions for the year ending 31st December last, in order that the DISTRIBUTION of the PROFITS reserved for Contributors may be arranged. Returns not rendered prior to the Thirty-first day of October next will be subject to the provisions of the Charter, and no Claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers.
Hongkong, August 15, 1884. 1373

HOTEL DE L'UNIVERS, WYNDHAM STREET, HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports that he will RE-OPEN

THE HOTEL DE L'UNIVERS on the 1st March.

The whole of the ROOMS have been newly furnished throughout, and there are ROOMS suitable for either MARRIED COUPLES or SINGLE PERSONS.

THE TABLE will be supplied with the BEST of the market can provide.

THE WINES and LIQUORS supplied, both at the Bar and Table will be of the VERY BEST BRANDS.

GENTLEMEN desirous of taking Meals, shall be supplied with DINNERS, and shall be supplied with all REQUISITE information by applying to

GEORGE STAINFIELD, Proprietor.
Hongkong, February 28, 1884. 368

Vessels Advertised as Loading.

SHARE LIST—QUOTATIONS. Sept. 10, 1884.

Stocks.

BANKS.

INSURANCES.

STEAM COMPANIES.

MISCELLANEOUS.

LOANS.

Intimations.

Intimations.

WANTED.

FOR THE SINGAPORE & STRAITS PRINTING OFFICE, Singapore, a FOREMAN LITHOGRAPHER.

Apply, with Testimonials, stating Wages expected to **The Manager, SINGAPORE & STRAITS PRINTING OFFICE, Singapore.**
4th September, 1884. 1487

NOTICE.

ORIENTAL BANK CORPORATION IN LIQUIDATION.

ALL HOLDERS of NOTES of the ORIENTAL BANK CORPORATION (HONGKONG BRANCH), are hereby requested to present them to the Liquidators of the Bank, when they will be given in exchange, a certificate of the value of the Notes deposited.

Holders of Notes will be required to furnish to the Liquidators of the Bank, a schedule in duplicate, giving the date of Issue, Number and Amount of each Note produced.

Forms of Schedule may be had on application at the Office of the ORIENTAL BANK CORPORATION, Queen's Road, Hongkong.

For the OFFICIAL LIQUIDATOR OF THE ORIENTAL BANK CORPORATION, By his Attorneys, J. MELVILLE MATSON, H. HOWARD TAYLOR.
Hongkong, August 2, 1884. 1285

1,450 Prizes. £50,000. 1,450 Prizes.

THE SYDNEY JOCKEY CLUB TURF CLUB'S MELBOURNE CUP CONSULATION—1884.

Members 21.
To be run on the Flemington Race Course, Melbourne, in November, 1884.

Distribution as follows:
First Horse, £5,000; 10 Cash Prizes, £200 each; £2,000; £1,000; £500; £250; £125; £62 10s; £31 5s; £15 7s 6d; £7 12s 6d; £3 17s 6d; £1 17s 6d; £100 each; £500 each; £1,000 each; £2,000 each; £5,000 each; £10,000 each; £20,000 each; £50,000 each; £100,000 each; £200,000 each; £500,000 each; £1,000,000 each; £2,000,000 each; £5,000,000 each; £10,000,000 each; £20,000,000 each; £50,000,000 each; £100,000,000 each; £200,000,000 each; £500,000,000 each; £1,000,000,000 each; £2,000,000,000 each; £5,000,000,000 each; £10,000,000,000 each; £20,000,000,000 each; £50,000,000,000 each; £100,000,000,000 each; £200,000,000,000 each; £500,000,000,000 each; £1,000,000,000,000 each; £2,000,000,000,000 each; £5,000,000,000,000 each; £10,000,000,000,000 each; £20,000,000,000,000 each; £50,000,000,000,000 each; £100,000,000,000,000 each; £200,000,000,000,000 each; £500,000,000,000,000 each; £1,000,000,000,000,000 each; £2,000,000,000,000,000 each; £5,000,000,000,000,000 each; £10,000,000,000,000,000 each; 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£

Messrs. Adamson, Bell & Co. inform us that the Kioo Uyo Kwai's steamship *Kioo*, from Glasgow, has sailed from Singapore for this port.

This pig has been released from quarantine. A report was sent in by Inspector O'Neil, on Monday last, to the effect that no disease had appeared amongst them, and to-day an order was issued to release them.

About two dozen Chinamen were brought up at the Police Court this morning on a charge of piracy on the high seas. No evidence was taken in the case, however, as the Police applied for a remand to enable them to further investigate the matter.

His Excellency Hui Ching Ch'ing, the newly accredited Chinese Minister to France, Austria, Italy, and Holland, arrived here this morning, in company with his wife and child and suite, in the P. & O. Co.'s steamer *Thames*, en route for Venice.

The privilege so long enjoyed by the shipmasters frequenting the port of Manille to make use, free of charge, of the semaphore tower to convey their despatches ashore, such as, "Require cargo boat for discharge," &c., will, in future, be charged for at the rate of \$1 for the first 20 words, and 50 cents for every additional 10 words or less transmitted.

With reference to the cowardly outrage recently committed upon foreigners near Shanghai, reported at length in another column, it may be noted that the persons upon whom the outrage was made, the Rev. Mr. Elwin and his daughter and Miss Marsh, arrived here in the mail steamer *Thames* this morning.

The British Government may be placed in a rather awkward predicament in regard to the expedition for the relief of General Gordon at Khartoum. It has apparently been decided that the expedition shall proceed up the Nile, partly or wholly in steamers, instead of marching the relieving force across the desert from Suakin. But there is this danger, that, after all the costly preparations have been made for a river expedition, the falling of the Nile may render it impossible for it to proceed, a greater depth of water being required for the passage of the vessels. A telegram despatched from London on Monday last stated: "The Nile is falling again." Perhaps, after all, the river expedition will have to be abandoned, in which case a much larger force would be required to march from Suakin to relieve the General.

It is stated that the Chinese authorities have offered an ample apology for the outrage on the *Zephyr*, stating that she was mistaken for a French vessel, and that the mistake has been allowed to drop by the British Admiral. Now that China is involved in hostilities with a powerful nation, we suppose it would be considered mean, if not a little cowardly, on the part of England to deal with the Chinese Government in a high-handed manner in regard to this serious affair. At the same time, it must not be forgotten that this is the third offense of a similar nature that has occurred at Foochow recently. A cannon ball was thrown across the bows of the German corvette *Prinz Adalbert* as she was proceeding up the Min the day after the engagement at Foochow and on her commander stopping to enquire what was the matter, he was informed that it was a mistake. This was followed by shots being fired at a launch in which the British Admiral was proceeding to Foochow. It is ridiculous to entrust the command of a force in time of hostilities to a person who cannot tell an English or German ship from a French one. If the Chinese high officials commit such absurdities they should be held responsible for their acts.

The Postmaster General announces that mails for Europe, &c., will be closed as follows:

The next English Mail on Friday, 12th instant, at 3 p.m.

The French Mail on Thursday, 18th instant, at 11 a.m.

The English Mail on Friday, 26th inst. at 3 p.m.

The French Mail on Thursday, October 2nd, at 11 a.m.

The English Mail on Tuesday, October 14th, at 3 p.m.

Afterwards, every Tuesday, till further notice.

It may prove a useful caution to shippers and cleanship owners here to state that the Customs at Shanghai appear to be seizing contraband of war on board foreign steamers. The Shanghai Courier of the 1st Sept. says:

The steamship *Amoy* arrived here yesterday from Hongkong. The Customs made a seizure on board of her of a quantity of small arms and cartridges, two bundles of snapper rifles and bayonets, one case of revolvers, another one of horse pistols, and four cases of percussion caps. It is believed that there are still some more of these contrabands of war on board of the *Amoy*, and that the smugglers were Chinese.

These could only be intended for Chinese, and it is a singular position of affairs to find those who are virtually the employers of the Chinese Government seizing them. In the instance of a declaration of war, it seems to us that official notice should have been given that arms found on board foreign vessels would be treated as

contraband of war by the Customs at Shanghai.

This weather, which has been of a most threatening nature throughout the day has not by any means improved as we go to press. The barometer has been falling steadily since the morning, the lowest reading at Messrs. Falconer & Co.'s establishment being at about 4 o'clock, when the glass registered 29.44. Since then there has been little change. The Chinese are fully expecting a heavy blow and the harbour is quite clear of cargo boats and sampans, not one of the small craft being visible from the Praya. The steamers have also made all necessary preparations for the anticipated typhoon, almost all having got up steam, and several have sought shelter in Typhoon Bay, or behind Stonecutters Island. The *Kiung* took up a position behind the Island yesterday and the *Namoa* left the Company's buoy this morning to secure a safer position on the other side. The men-of-war in port have sent down their tops and upper yards and in some cases their heavier spars. The house boats generally found along the Praya wall have all been removed from their davits and safely stowed alongside the houses, out of the probable reach of these, and both Praya and harbour have quite a deserted appearance.

At a moment like the present, when everyone's attention is directed to the signs of the weather, it is rather unsatisfactory that we have received no notification from our Government Astronomer. We believe that a telegram was forwarded from the Observatory this forenoon to the Central Police Station, to the effect that the typhoon in the East, notified on Monday evening, was advancing in this direction, but we have received no notice to this effect.

We have been favoured by Captain Riley of the S.S. *Ajara*, which left Pagoda Anchorage on the 8th and arrived here this morning, with some further information concerning the *Zephyr* incident. The misadventure fired by the Chinese at the gunboat appears to have been a shell, which exploded on board and struck one officer, believed to be Lieutenant Jervoise, one seaman and the Chinese pilot who was taking the vessel up the river. The Lieutenant was wounded in the leg and it was at first believed that it would be necessary to amputate the limb, but the medical man who is treating the case has since given his opinion that this will not be required. The wounded officer has been conveyed up to the Settlement, where accommodation has been kindly provided for him at one of the Foreign homes.

The injuries received by the seaman are not of serious nature, but the Chinese pilot was dangerously wounded and is in a precarious condition. It is reported that two of the officers who were in charge of the fort from which the *Zephyr* was fired upon have been brought before the authorities and a sentence of deprecation executed upon them. The looting of the houses at the Anchorage, the Arsenal and Dock, has been most effectually carried out by the Chinese soldiers. One of the two Chinese gunboat commanders who escaped alive from the engagement of the 23rd told Captain Riley that more actual loss had occurred at the Dock and Arsenal through the looting of the soldiers than from the French bombardment. All the delicate machinery and tools had been broken up and the brass and copper carried off. He calculated the loss to the Government from the looting of the works at fully \$50,000 to \$60,000.

Affairs at the Settlement were fairly quiet and the French squadron were still anchored off Matsou when the *Ajara* left.

The annual aquatic sports of the Victoria Recreation Club are fixed to come off this year on Friday and Saturday next. The following is the programme of events:—

FIRST DAY.

Friday, 12th September, 1884.

1.—4.00 p.m., Diving for Objects; 1st prize, value \$10; 2nd prize, value \$5.

2.—4.15 p.m., BURNING HAZARD RACE; 1st prize, value \$10; 2nd prize, value \$5.

3.—4.30 p.m., BOYS' RACE (2 lengths); (Handicap); 1st prize, value \$10; 2nd prize, value \$5.

4.—4.45 p.m., SNOW RACE (2 lengths); (Handicap); 1st prize, value \$10; 2nd prize, value \$5.

5.—5.00 p.m., HAZARD FROM STAGE; 1st prize, value \$10; 2nd prize, value \$5.

6.—5.15 p.m., LOOSE RACE (Round the Red Buoy and back); (Handicap); 1st prize, value \$10; 2nd prize, value \$5.

7.—5.30 p.m., HURDLE RACE (Handicap); 1st prize, value \$10; 2nd prize, value \$5.

8.—5.45 p.m., DUCK HUNT; prize, value \$10.

SECOND DAY.

Saturday, 13th September, 1884.

1.—4.00 p.m., SWIM UNDER WATER; 1st prize, value \$10; 2nd prize, value \$5.

2.—4.15 p.m., SNOW RACE (2 lengths); (Handicap); 1st prize, value \$10; 2nd prize, value \$5.

3.—4.30 p.m., PRINCE; 1st prize, value \$10; 2nd prize, value \$5.

4.—4.45 p.m., SNOW RACE (Under 16 years); 1st prize, value \$10; 2nd prize, value \$5.

5.—5.00 p.m., HURDLE RACE; 1st prize, value \$10; 2nd prize, value \$5.

6.—5.15 p.m., CALYPTROP RACE; 1st prize, value \$10; 2nd prize, value \$5.

7.—5.30 p.m., COMBINATION RACE (2 lengths); (Handicap); prize, value \$10.

8.—5.45 p.m., BOYS' RACE (Over 14 years of age); (2 lengths); (Handicap); 1st prize, value \$10; 2nd prize, value \$5.

It is reported by the Shanghai *Hu-pao* that a certain High Minister in the Tsung-li Yamen has made arrangements with Mr. Russell Young, U. S. Minister at Peking, for a loan at 3 per cent. per annum; the loan to be devoted to the building of railways in China.

Through the entrance of the Peiho river being blocked (by barrier) on Tuesday night, (Sept. 2nd) the S.S. *Jeikong* and a Norwegian barque could not proceed to sea; steamers were also delayed landed in. It is reported that it is the intention of the Chinese to place the barrier across the entrance every night, removing it in the morning. —*Shanghai Courier*.

The following telegram, from Admiral Courbet, dated August 30th, is published by the Shanghai *Mercury*:

Destroyed all the Batteries of the River Min. The guns have all been destroyed with gun-cotton. All our ships left the River Min yesterday.

Our loss since the commencement of operations up to this day are 10 killed and 15 wounded.

Admiral Li Yu Ngo of the langtse fleet arrived at Shanghai, says the *Courier*, on the morning of the 9th Sept., from Kiang Yin in the *Nan-shen*; he was accompanied by the *Nan-shen*, both German-built steamers. An hour afterwards the *Cheng Ching* arrived from the same place with a battalion of 50 men for the Woung-fu. Sixteen war junks arrived yesterday (Sept. 5th) from Chinkiang, and will "assist" in the defence of the forts.

This captain of the Spanish gunboat *Alamarez* has been arrested at Kingston, Jamaica, by a lieutenant and two marines of the British gunboat *Flamingo*, by order of the commodore, at the house of the Spanish Consul, for having fired upon the British vessel *Gofried*. The Spaniards, on boarding the *Gofried*, ordered the British flag to be lowered. They muscled the boat and departed without either excuse or apology. The captain of the *Alamarez* admitted having boarded the *Gofried*, and stated that the vessel was scuttled because it was suspected that she contained dynamite for Cuba. The captain was released later on, the Consul giving bond for him.

Before the French venture upon the Yangtze they should read the following paragraph from the *Courier*:—"Twenty miles from the entrance of the Yangtze is Chuan Shan, where a large fort has been erected. The other day at target practice with the big guns, each gun was fired five times and a gunner hit his mark within a radius of 4 feet, six successive shots. The target was at a distance of 2,000 yards. The other gunners made some three and some two 'bulls.' We believe the gunners have been rewarded by Admiral Li Yu-ngo, Commander-in-chief of the Yangtze."

I AM rather surprised, says a writer in *Truth*, that no purchases were found last week for the island of Herm. It is a picturesque spot, and one which I should have thought many people anxious for territorial aggrandisement would have jumped at. The great charm of it is, of course, the complete independence. The owner for the time being, though he pays a rent to the Crown, is as veritable a Sovereign as King Smith of Sicily, is independent of Parliament, and is able to do as he pleases with the island without his permission. For a quiet man of middle age, with an inflated sense of his own importance, a disposition to misanthropy, and a taste for solitude, such a residence might be made a little paradise.

The Board of Trade have decided to proceed at once to revoke no fewer than twenty-five of the provisional orders which were granted by them last year, and subsequently confirmed by Parliament, for the electric lighting of London and its suburbs. Of this number twenty-three are orders which were obtained by the Metropolitan Brush Electric Light and Power Company, which has since gone into liquidation. So far as London is concerned, the result therefore of the numerous electric lighting orders which have been granted during the past two years is that only eight remain in force. Of these eight orders five have already had their term extended within which to comply with the provisions of the order, and unless these provisions are complied with before the 15th October next the powers will be lost unless a further extension of time is granted.

The following extraordinary circular, which has recently been issued at St. Petersburg by the Department of Roads and Communications, curiously illustrates the reverence with which the Czar and all his belongings are regarded by all good Russians.—The owners of passenger steamers who have been granted permission to name their vessels in the names of the Imperial family are bound to keep their boats in excellent order and repair. If, however, any such named steamer, consequent upon commercial operations, should be employed in any manner likely to make the carrying out of the above instructions difficult, the owners are hereby notified that they must rename the vessel and declare this change of name to the Inspector of Marine.

The Imperial name, it would seem, is so sacred that it must not be profaned by being prefixed to a dirty cargo boat.

The Dublin *Evening's Journal* gives particulars of a project for constructing a ship canal across Ireland, which it assures its readers has been warmly captured by influential people in England. Elaborate plans and surveys have been made at considerable expense, and have been submitted by Captain Eades, the great American engineer. The plans were prepared by Mr. T. A. Walker, of Great George-street,

Westminster. The proposed canal would be 127 miles in length and would contain thirty locks. For ships of 1,500 tons the cost would be eight millions; for ships of 2,500, twelve millions; and for ships of 5,000 and upwards, twenty millions sterling. If built on this scale the canal would be 200 feet wide on the surface and 100 feet at the bottom. The passage through the canal would be effected by a system of towing, and it is estimated that the passage of a ship from Galway Bay to Kingston would occupy between twenty-four and thirty-six hours. An alternative scheme of a ship railway, in which the ships would be carried in cradles, which could be constructed for ten millions, is proposed, by which the duration of the passage through the canal would be reduced to twelve hours. An immense aqueduct would have to be constructed to carry the canal over the Shannon at Banogo, and would over three miles in length, being one of the most difficult and costly works in connection with the undertaking.

A WONDERFUL case is on record of a snail which went to sleep on March 25th, 1844, and did not wake up till March 7th, 1850. It seems that this snail was picked up in the Egyptian desert, and as he had retired to the topmost recesses of the whorls of his shell, he was gummed on a piece of cardboard as though dead, labelled with the date, and sent to the British Museum. He slept unconcernedly for nearly four years, when, showing some slight signs of life, the authorities ordered him a tepid bath, and at the first touch of the welcome moisture the snail thrust forth his head very cautiously, and then commenced to walk to the top of the basin. The West African mud-fish affords another instance of long-continued existence in a state of torpor. This fish, known as the *Lepidosteus*—lives among the shallows of the River Gambia, which are completely dry during the tropical summer. But before the drought comes the mud-fish is walled up in a hole deep down in the soft clay at the bottom of the pools, and there it lies in a torpid state for months together, while the surrounding mud hardens into a cake. While in this state the natives dig for him, and prize him as a great delicacy for the table. That he does not die without breathing the mud-fish proves by leaving a small pipe upon his cell leading through the hard mud to the upper air.

Police Intelligence.

(Before A. G. Wess, Esq.)

Wednesday, Sept. 10.

Wong Ying Tai, a cooper, who was sent up for trial at the Supreme Court, on the 23rd ult., on a charge of entering the shop of Chan Afat, a carver, in Hillier Street and stealing a basket containing \$1.07 and some broken silver, and also being armed with a deadly weapon, a dagger, on the 18th August, was again before the Court, the Attorney General having sent back the case to be dealt with summarily.

Defendant had nothing further to say in defence and was now sentenced to six months' imprisonment with hard labour.

ASSAULT.

—Lau Aing and Li Aping, coolies, were charged with assaulting two chair coolies with an iron bar on the 8th inst.

Chan Sen, one of the complainants, deposed that he was chair coolie to Inspector Rao. At 1 p.m. yesterday, after carrying his master to Queen's Road, he and his fook remained outside the house, when the defendants and a number of others came up and beat him. The first defendant called out "Tay" and had an iron bar, a second defendant wielding a bamboo. A few days previously complainant had had two persons convicted of assault.

Police Sergeant Morrison gave evidence to the effect that a report was made yesterday at No. 2 Station upon which he and a constable went to the house in front of which he found a large crowd. Directly the complainant got into St. Francis Street a rush was made on them by about twenty with bamboo. Witness seized hold of first defendant, who was wrestling with first complainant and had two fighting tools in his hand. On the way to the station first defendant said that they wanted to beat the first complainant because he had got some men convicted before. There were cries of "Tay" and "P.C. 351" struck with a stone on the head.

First defendant was sent to gaol for three weeks and the second for two weeks hard labour, and both to find two sureties of \$25 each to keep the peace for three months; in default to be committed for six weeks, dating from to-day.

(Before E. Mackinnon, Esq.)

LANCENY.

Teang Aka, a hawk, was convicted of stealing a pair of trousers from a scampster, who was seated in Hollywood Road mending the garment in question. He was sent to gaol for six weeks' hard labour.

The French and Formosa.

This morning one of the native newspapers in this Colony, the *Chwa Wen Yat Po*, issued an "extra" giving what purported to be the substance of two secret telegrams that had passed between high Chinese officials, with reference to French designs in regard to Formosa. In view of the recent telegram from London stating that the French intend to occupy Formosa as the material guarantee, the following translation of this "extra" will be read with interest:—

"SECRET MILITARY TELEGRAMS.

"Lau, by brevet Provincial Governor, and commanding military operations in Formosa, despatched a telegram to the Tsung-li Yamen to the effect that after the defeat and retreat of the French at Keelung they (the French) sent several vessels of war which entered that port and there anchored.

There had since, however, been no hostilities, but the French had sent messages to Lau, the Provincial Governor, demanding that the two prefectures of Taiwan and Tai-pak (North and South Formosa) be severed from the Empire, and handed over to Patente. The French Minister was to be the ruler of Formosa; but the island was to be still tributary to China, and was never to become French territory.

If China did not agree to these terms within five days, force would be resorted to by France in order to obtain possession of Formosa. The French also wished to occupy Pengo Chanshen and Oungchen, so that these places might be governed by French officials. The Governor General concludes by requesting that this information might be forwarded to the throne."

The Tsung-li Yamen, in reply, states that after having considered the contents of His Excellency's telegram they forwarded the same to the Throne. The cession of territory to the French could on no account be permitted; nor must the territory be in any way entered by the French. To do so the French desire would involve China in endless trouble.

We give the above for what it is worth, and mainly to show the nature of the information supplied to the Chinese in regard to the political situation.

Canton.

(From our Correspondent.)

September 8.

Canton is as quiet as one may expect in these times. The authorities are very anxious to maintain the peace, and so far seem to be succeeding fairly well. It is natural there should be more or less excitement.

Some fifteen refugees have come to Canton from Tsing Un, where the American Baptist Mission has been destroyed and a few shops of Christians looted. The saddest case, perhaps, of the lot is that of a Bible woman whose daughter has been stolen.

Taku.

20th August, 1884.

The only battle we have had for some time was when the German gun boat *Nautilus* arrived off the Bar yesterday. There was quite a stir in the forts. Guns were ready for action and everything prepared for fighting, thinking she was a French gun vessel. The torpedoes are still in the river.

The two gunboats that are here are the *Chien Pei* and *Chien Wan*. The *Chien Pei* is used as a despatch boat between here and Port Arthur. Of soldiers none have come to this place since the talk of trouble. There are about 10,000 men in the four forts of Taku.

24th August.

I send you an account of an extraordinary high tide we had yesterday. During the afternoon of the 23rd inst., without any indications of wind or anything to cause the tide to come up as it did, nevertheless it kept rising till the Signal Station at the forts hoisted all its flags, i.e. 104 feet. Yet the water came up still higher, and there were two at Peking, the *Chien Pei* and *Chien Wan*. The *Chien Pei* is used as a despatch boat between here and Port Arthur. Of soldiers none have come to this place since the talk of trouble. There are about 10,000 men in the four forts of Taku.

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Merchant Vessels in Hongkong Harbour.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

[illegible]

Sailing Vessels.				Arrivals.				Departures.			
Abbie Carter	2	k	Pendote	Amer.	bq.	954	July	23	Captain		
Adèle	7	c	Schunacher	Ger.	bq.	1133	Sept.	8	Melchers & Co.		Honolulu.
Alice Muir	4	c	Henry	Brit.	bq.	480	Aug.	19	Chinese.		
Anton Gunther	4	k	Seinbrugge	Ger.	bq.	441	Sept.	9	Melchers & Co.		
Chamron Kamye	2	c	Peterson	Siam.	bq.	480	Aug.	26	Chinese.		
Concordia	3	k	Claußen	Ger.	bq.	262	Aug.	12	Simsen & Co.		
Corica	7	c	Punington	Amer.	sh.	1289	Aug.	21	Arnhold, Karberg & Co.		
Dartmouth	7	k	Clinton	Brit.	bq.	915	Aug.	22	Wielor & Co.		
Dartmouth	8	c	Flett	Brit.	sh.	1498	July	26	Melchers & Co.		
Edinburgh	8	c	Böttcher	Belg.	bq.	1100	Aug.	26	Melchers & Co.		
Elizabeth	8	c	Winter	Ger.	sh.	987	Aug.	27	Melchers & Co.		
Elise	4	c	Schmieders	Ger.	3m.su.	200	June	20	Butterfield & Swire.		Klson, Dec.
Estello	1	c	Lockhart	Brit.	sh.	1602	May	31	Russell & Co.		Costa Rica
Forest King	5	k	Bavens	Amer.	sh.	1294	Aug.	23	Holliday Wise & Co.		
Grandes	5	k	Kowell	Amer.	sh.	1437	June	23	Captain		
Great Admiral	3	k	Nielsen	Ger.	3m.su.	289	Aug.	15	Captain		
Harald Haaringer	3	k	Berley	Br.	3m.su.	289	Sept.	9	Edward Schellhas & Co.		
Jeraleum	5	k	Hansen	Siam.	sch.	243	Sept.	10	Captain		
Kong Lee	5	k	Peterson	Amer.	sh.	1429	June	10	P. & O. S. N. Co.		
Leonora	3	k	Crowley	Brit.	bq.	640	Aug.	12	Simsen & Co.		New York.
Lucia	3	c	Vezia	Amer.	sh.	1325	Aug.	24	Orser		
L. J. Morse	4	c	Warrick	Ger.	sh.	1218	Aug.	27	Melchers & Co.		
Marie	4	c	Morryman	Amer.	sh.	849	June	10	Fairbairn, Matheson & Co.		Klson, Dec.
Matilda	2	k	Kruuse	Siam.	bq.	254	Aug.	21	Chinese.		
Moredon	3	k	Nelson	Amer.	sh.	717	Sept.	8	Borneo Co., Limited		
Mount Lebanon	3	k	Bray	Amer.	sh.	1865	June	30	Captain		
Mythia Belle	2	c	Kähler	Ger.	bq.	720	June	18	Arnhold, Karberg & Co.		London, &c.
Northern Light	4	c	Evans	Amr.	sh.	1454	July	20	Douglas Steamship Co.		Costa Rica
Papa	2	c	Rickers	Br.	3m.su.	187	Aug.	18	Simsen & Co.		
Sacramento	5	c	Carly	Amer.	sh.	1387	July	22	Russell & Co.		
Sea Ripple	2	c	Bart	Amr.	sh.	1206	Aug.	26	Order		
Stanton Cross	5	c	Barley	Brit.	bq.	438	Sept.	8	Arnold, Karberg & Co.		New York, &c.
Storm King	3	c	Packer	Brit.	bq.	438	Sept.	24	Wielor & Co.		
Tamar E. Marshall	3	c	Hynes	Amer.	sh.	924	July	7	Captain		
Tetuan	5	c	Johnson	Brit.	bq.	490	Aug.	22	Chinese.		
Timour	3	k	Martin	Brit.	bq.	626	Aug.	25	Lane, Crawford & Co.		
Welle Castle	5	k	Kennett	Brit.	bq.	590	July	5	Carlowitz & Co.		London, &c.
West Australian	3	c	Thomas	Brit.	bq.	512	Aug.	21	Simsen & Co.		
Wilhelm Homeyer	3	k	Holtz	Ger.	bq.	512	Aug.	21	Simsen & Co.		

Name.	Rig.	Tons Displ't.	Guns.	I.H.F.	Captain.	Where at.
Albatross	composite screw sloop	940	4	840	Commander Chas. Hicks	Shanghai
Andronicus	double-screw iron frigate	6010	14	4330	Captain Pearson	Amoy
Champion	corvette	2380	14	2340	Captain A. T. Fowlett	Foochow
Cleopatra	corvette	2300	14	2610	Captain E. W. Himpsey	Shanghai
Cockshuter	gunboat	465	4	470	Lieut.-Com. Chas. L. Cromie	Amoy
Curaçao	corvette	2383	14	2640	Captain Anstruther	Oboro
Dartmouth	composite sloop	940	4	820	Commander Lawrence Ching	Ningpo
Edgar (tender to Flying Fish)	double-screw gunboat	360	8	340	In reserve	K'loon Dock.
Empire	gunboat	430	4	455	Commander E. H. Gamble	Formosa
Flying Fish	sloop	940	4	840	Captain W. E. M'clester	Swatow
Fly	double-screw gun-vessel	640	4	400	Commander John Hooper	Mingpo
Foxhound	gunboat	463	4	470	Lieut.-Commander M'Donagh	Hobbs
Linnet	double-screw gun-vessel	737	8	1050	Commander Geo. W. Hill	Singapore
Marlin	gunboat	430	4	470	Commander R. B. O. Brenton	Foochow
Midgø	double-screw gun-vessel	465	4	470	Commander Hotham	Hongkong
Pegasus	composite screw sloop	1130	6	970	Commander Blackford	Singapore
Sapphire	corvette	1374	12	2260	Captain J. B. Fullerton	Singapore
Swift	double-screw gun-vessel	750	6	1610	Commander W. Collins	Singapore
Teed	double-screw gunboat	380	8	840	Lieut.-Com. Chas. I. Briggs	Swatow
Victor Emanuel	double-screw gunboat	3087	20	—	Commander Morant	Hongkong
Vigilant	roving ship	835	9	1230	Lieut.-Com. Maxwell	Foochow
Vixen	padding dispatch-vessel	1800	4	1450	In reserve	Hongkong
Zephyr	turret-ship	430	4	830	Lieut.-Com. Chas. K. Hope	Foochow

Name.	Flag and Rig.	Tons.	Gun.	H.P.	Captain.	Where at.
Abreck	Russian aviso	1684	7	300	Captain Schanz	Nagasaki
Albatross	Austro-Hungarian gunboat	570	3	—	Commander Westry	Shanghai
Alor	U. S. corvette	141	4	300	Commander C. J. Barclay	Canton
Aspio	French gunboat	450	—	—	Commandeur de Jonquieres	Foochow
Bayard	French ironclad	6077	14	—	Commander Parryon	Foochow
Chateau Renaud	French corvette	1200	—	—	Commander Bouinque	Foochow
Cristoforo Colombo	Italian corvette	5660	5	3000	Captain Acquisti	Shanghai
Drac	French corvette	1200	—	—	Commander Faras	On a cruise
D'Estrating	French cruiser	2225	15	—	Captain Chibaudet	Foochow
Duguay Trouin	French cruiser	3700	14	3000	Captain Murat de Fagnas	Foochow
Entreprix	U. S. corvette	1375	6	900	Commander A. B. Barker	Foochow
Esmer	Russian transport	1000	4	80	Captain Koltchan	Japan
Esmer	U. S. corvette	1375	6	1200	Commander A. E. McCormick	Saigon
Gornostai	Russian gunboat	456	6	80	Commander O. W. Stark	Agaña
Hamelin	French cruiser	480	4	340	Commander Roustan	On a cruise
Itis	German gunboat	828	6	900	Lieut.-Commander Rötger	Canton
Jurista	U. S. corvette	6700	14	4500	Commander F. E. Harrington	Shanghai
La Galissonnière	Spanish frigate	1200	2	—	Captain Fleuriat	Hongkong
Laguarda	Spanish transport	437	4	100	D. Ramon Velautin Buenaplate	Manila
Lutin	French gunboat	400	—	—	Captain Debar	Smith
Lynx	French gunboat	400	—	250	Commander Alouet	Foochow
Marques del Duero	Russian despatch vessel	458	—	—	Captain Jose Galdames	Manila
Milium	Spanish frigate	6000	10	—	Captain Grenghut	Yokohama
Monocacy	U. S. gunboat	1375	6	750	Commander H. J. Higginson	Foochow
Morpe	Russian gunboat	400	7	80	Commander Mollsoff	Vladivostok
Napacini	Russian corvette	1380	7	170	Captain Kalgarsa	Yokohama
Nautilia	German gun-vessel	715	4	600	Lieut.-Commander Aachenborn	Smith
Nerpa	Russian gunboat	505	7	80	Commander Yalinski	Vladivostok
Nive	French troopship	1400	9	—	Commandeur de Kerabocher	Saigon
Oprichnik	French corvette	2100	—	—	Captain B. Trachinski	Chifu
Ossipou	U. S. corvette	1100	—	—	Commander J. J. McGilvery	Hongkong
Palo	U. S. gunboat	506	6	500	Commander G. D. B. Gilden	Smyrna
Pascual	French gunboat	—	—	—	Commander Thomas	Shanghai
Prince Adalbert	German corvette	3860	14	—	Captain Meuting	Shanghai
Razboinik	Russian corvette	1352	12	—	Captain Hillenbrand	Yokohama
Safole	French corvette	1760	—	—	Commander W. Mohr	Saigon
Scholeff	Russian corvette	1910	14	—	Captain Stancicoff	Yokohama
Sokol	Russian gunboat	400	7	80	Commander Rople	Japan
Stoch	German corvette	2030	18	2500	Captain von Noetia	Shanghai
Tamara	Portuguese gunboat	410	—	—	Captain Arile	Macao
Tanzou	U. S. frigate	2300	14	—	Captain R. N. Phythian	Shanghai
Triumphante	French ironclad	4176	14	2400	Captain Roux	Shanghai
Vellaso	Spanish corvette	1156	—	—	Captain Emilio Butron	Manila
Villars	French corvette	2400	15	575	Captain Viville	Saigon
Vipera	French gunboat	406	—	—	Commander M. Picard	Foochow
Yola	French corvette	1300	6	800	Captain Gigon	Vladivostok
	Russian gunboat	—	4	—	Commander Muckonaty	Vladivostok

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COMPARATIVE CHINESE FAMILY
By E. H. PARKER.

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(In English and Chinese.)

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NOTICE TO SHIPPERS.

Villars	French corvette
Viper	French gunboat
Volta	French corvette
Vostok	Russian gunboat

1200	15	800	Captain
405	—	—	Comm
1300	6	800	Captain
—	4	—	Comm

ider M. Picard	Fochow
Gigon	Fuchow
ider Melchonsky	Vladivostok